



# THE BELT RAILWAY COMPANY OF CHICAGO

## CORA Update 2026-001

Effective 0001 CST, February 23<sup>rd</sup>, 2026

### Current BRC CORA Updates in Effect

YEAR OF ISSUE	NUMBER(S)
2026	001
Information from BRC CORA Notices previously issued in 2025 have been included in 2026-001.	

Summary of Changes to BRC CORA 9<sup>th</sup> Edition:

Line / Areas	Changes / Update	Page
Kenton	Western Ave Interlocking Changes	2
	Forest Hill Interlocking Changes	2
	CP-Peck Established (Control Point)	3
59 <sup>th</sup> St	None	
Elsdon Industrial Lead	None	
South Chicago District Industrial Lead	None	
Clearing Yard	Riding Equipment – Prohibited Locations	6
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**Changes to BRC CORA 9<sup>th</sup> Edition. (All new information / updates are highlighted in yellow)**

**Kenton Line:**

**Medium Speed** - is now changed to – 20 MPH.

**PTC** – Enforceable at MP 14.5 (Belt Junction) and MP 16.0 (80<sup>th</sup> Street Interlocking) balance of Kenton will display as “**Entry Track**” only.

**Rockwell Yard:**

Derails [2] have been installed at the south end of Rockwell Yard MP 12.75, these are hand operated hinged derails that are equipped with a 102 High Security lock. GCOR 8.20 applies.

- Derail installed between the lead and the inside switch for tracks 1 and 2 at the south end of Rockwell Yard.
- Derail installed on the lead just south of the Rockwell 3 Switch.

**Western Ave Interlocking: (Page BRC-26)**

At the Western Avenue Interlocking, the location of the following signal has been changed.

- 2LA signal located at MP 13.2 on MT 1 which governs Northbound movement is now located 250 feet south of its previous location, it remains a High-Mast Signal.
- Previous instructions issued pertaining to southbound trains holding at Western ave Interlocking until a favorable signal is displayed at Forest Hill Interlocking, are no longer in effect.

**Forest Hill Interlocking**

**The Forest Hill Interlocking located at MP 13.4 has been retired from service**

The Railroad Crossing at Grade on MT 1&2 located at MP 13.3 has been removed and is now straight rail.

At the Forest Hill Interlocking, the following signals are no longer in service.

- Northbound movement – 12 Signal & 18 Signal
- Southbound movement – 10 Signal & 16 Signal
- CSX Connection (New Wye) – 14 Signal

## **New Control Point Placed in Service named “CP-Peck”**

**CP-Peck** has been placed in service, the Control Operator for **CP-Peck** is the BRC South Dispatcher. **CP-Peck** now governs all train movements on BRC MT 1 at MP 13.50, including movements to/from CSX at the former “New WYE” connection.

### **Details:**

- **2RG** Signal located at MP 13.42 will govern Southbound movement on **MT 1** and will display the following, Rule 9.1.1, 9.1.3, 9.1.11, 9.1.15
- **2L** Signal located at MP 13.55 will govern Northbound movement on **MT 1** and will display the following, Rule 9.1.1, 9.1.3, 9.1.7, 9.1.9, 9.1.15, 9.1.16
- **2RD** Signal located on the left side (as viewed by approaching train) of the “**BRC East Connection**” track governing movement from the CSX to BRC MT 1 will display the following, Rule 9.1.1, 9.1.3, 9.1.7, 9.1.10
- **2RA** Signal Located on the left side (field side) of the “**Damen Lead**” track governing movement from the CSX to BRC MT 1 will display the following, rule 9.1.1, 9.1.3, 9.1.7, 9.1.10

Please refer to the updated Linear Profile at the end of CORA Update, which reflects all changes between MP 12.0 & MP 14.0 on the BRC Kenton Line.

## **Belt Junction Interlocking: (Page BRC-27)**

Effective June 16<sup>th</sup>, 2023, all signals governing movement into the Belt Junction Interlocking MP 14.3 have been changed to display only two aspects.

## **Rock Island Jct Interlocking: (Page BRC-30)**

Effective Wednesday March 6<sup>th</sup> at 1600 the signals for governing Northbound movement at the Rock Island Jct. Interlocking will be relocated and be displayed on a cantilever mast.

- The 2 LA Signal which governs movement northward from the NS Connection track at Rock Island Jct will be relocated approximately 82 feet north from its current position and will now be a two-aspect display mounted on the cantilever mast.
- The 4LA signal which governs movement northward from the South Chicago District Industrial Lead at the Rock Island Jct Interlocking has been moved approximately 282 feet to the south, it is now a two-aspect display mounted on the cantilever mast.

The previous three aspect stand-alone signal mast for the NS Connection track and the South Chicago Industrial Lead Track will be removed from service.

Signal Aspects added to Southbound signals at Rock Island Junction.

The 2RA signal will now be able to display an APPROACH MEDIUM aspect.

The 4RA-4RD-4RG signals will now be able to display a MEDIUM CLEAR aspect.

All signals Governing Movement at Rock Island Junction are two aspect signals.

**Below is the List of Highway Road Crossings on the BRC Kenton Line.**  
 (Add to CORA 9<sup>th</sup> Edition, BRC Kenton Line section)

MILEPOST	CROSSING	PHYSICAL LOCATION	911	WHISTLE
6.58	CANAL BANK ROAD (PVT)	East of 4203 S. Cicero Avenue		N
7.9	ARCHER AVENUE	5264 S. Archer Avenue (Archer and Kolmar)	X	Y
8.4	55 <sup>TH</sup> STREET (KENTON LINE)	4579 W. 55 <sup>th</sup> Street	X	N
8.9	59 <sup>TH</sup> STREET	4598 W. 59 <sup>th</sup> Street	X	N
9.4	63 <sup>RD</sup> STREET (KENTON LINE)	4598 W. 63 <sup>rd</sup> Street	X	N
9.9	67 <sup>TH</sup> STREET	4600 W. Marquette Road	X	N
12.9	COLUMBUS AVENUE (SW HWY.)	2599 W. Columbus Avenue	X	Y

Additional Crossing Restrictions:

GCOR Rule 5.8.4, **Whistle Quiet Zone**, applies at all crossings on the Kenton Line, except sound whistle signal 5.8.2 (7) at Archer Avenue, MP 7.9 and Columbus Avenue, MP 12.9.

**59<sup>th</sup> Street Line:**

**Medium Speed** - is now changed to – 20 MPH.

**PTC** – Will display as “Entry Track” only.

**55<sup>th</sup> Street Interlocking: (Page BRC-32)**

The crossover located at **MP 0.35F**, now has a maximum authorized speed of **20 MPH**, please show these changes in your CORA 9<sup>th</sup> edition, BRC Linear Profile section page **BRC-32**

**IHB Argo Industrial Track (MP 3.18F)**

- Permission must be obtained from the IHB West Dispatcher prior to occupying the IHB Argo Industrial Track.
- Authority must be obtained from the BRC North Dispatcher prior to entering MT 2 from the IHB Argo Industrial Track.

After the movement is complete, the BRC North Dispatcher will make arrangements to have the switch restored for movement on BRC MT 2.

**Below is the List of Highway Road Crossings on the BRC 59<sup>th</sup> Street Line.**  
 (Add to CORA 9<sup>th</sup> Edition, BRC 59<sup>th</sup> st Line section)

LINE	MILEPOST	CROSSING NAME	PHYSICAL LOCATION	911 CROSSING	WHISTLE
59 <sup>TH</sup> ST	0.92F	LARAMIE AVENUE	5398 S. Laramie Avenue		N
59 <sup>TH</sup> ST	1.07F	LOCKWOOD AVENUE	5372 S. Lockwood Avenue		N
59 <sup>TH</sup> ST	1.21F	LONG AVENUE	5382 S. Long Avenue		N
59 <sup>TH</sup> ST	1.50F	CENTRAL AVENUE	5384 S. Central Avenue	X	N
59 <sup>TH</sup> ST	1.69F	55 <sup>TH</sup> STREET (59 <sup>TH</sup> STREET LINE)	5632 W. 55 <sup>th</sup> Street (55 <sup>th</sup> Street and Parkside)	X	N
59 <sup>TH</sup> ST	2.48F	AUSTIN AVENUE	5966 S. Austin Avenue	X	N
59 <sup>TH</sup> ST	2.99F	NARRAGANSETT	5932 S. Narragansett Avenue	X	N
59 <sup>TH</sup> ST	4.20F	63 <sup>RD</sup> STREET (59 <sup>TH</sup> STREET LINE)	7156 W. 63 <sup>rd</sup> Street	X	N
59 <sup>TH</sup> ST	4.40F	65 <sup>TH</sup> STREET	7294 W. 65 <sup>th</sup> Street		N

GCOR Rule 5.8.4, Whistle Quiet Zone, applies at all crossings on the 59<sup>th</sup> Street Line

## Elsdon Industrial Lead

**The Elsdon Industrial Lead is Out of Service between 0.0E and MP 1.5E**

In the event movement is authorized by a BRC Engineering employee for the Elsdon Industrial Lead, all Highway / Rail Grade Crossings must be protected by BRC System Special Instructions Rule 6.32.2 **ACTIVATION FAILURE**.

**Below is the List of Highway Road Crossings on the BRC Elsdon Industrial Lead.**  
 (Add to CORA 9<sup>th</sup> Edition, BRC Elsdon Industrial Lead section)

LINE	MILEPOST	CROSSING NAME	PHYSICAL LOCATION	911	WHISTLE
ELSDON	0.45E	KOSTNER AVENUE	5308 S. Kostner Avenue		Y
ELSDON	0.51E	KOLIN AVENUE	5292 S. Kolin Avenue		Y
ELSDON	0.57E	KILDARE AVENUE	5257 S. Kildare Avenue		Y
ELSDON	0.63E	TRIPP AVENUE	5227 S. Tripp Avenue		Y
ELSDON	0.68E	KEELER AVENUE	5209 S. Keeler Avenue		Y
ELSDON	0.93E	PULASKI ROAD	5100 S. Pulaski Road		Y
ELSDON	1.33E	LAWNDALE AVENUE	4947 S. Lawndale Avenue		Y

## South Chicago District Industrial Lead

Below is the List of Highway Road Crossings on the BRC South Chicago District Industrial Lead. (Add to CORA 9<sup>th</sup> Edition, BRC South Chicago Industrial Lead section)

LINE	MILEPOST	CROSSING NAME	PHYSICAL LOCATION	911	WHISTLE
SCHGO	0.51S	98 <sup>th</sup> STREET	3068 E. 98 <sup>TH</sup> Street		Y
SCHGO	0.76S	100 <sup>TH</sup> STREET	3035 E. 100 <sup>th</sup> Street		Y
SCHGO	1.34S	MUSKEGON AVENUE	10476 S. Muskegon		Y
SCHGO	1.57S	106 <sup>TH</sup> STREET	2680 E. 106 <sup>th</sup> Street		Y

## Clearing Yard

### Riding Side of Equipment - Prohibited Locations

- East Classification yard – Tracks 50 through 56 ECLS
- West Classification Yard - Tracks 6 through 8 WCLS
- West Receiving Yard – Track 1 & 2 adjacent to the crossover located at the east end of the track
- Through Hump Subway

Make the following changes to the Clearing Yard map on page BRC-45 of CORA 9<sup>th</sup> Edition

#### West Receiving Yard:

A new Left-Handed Crossover has been installed in the BRC **West Receiving Yard**, this Crossover allows movement to go from the South Thoroughfare to the east end of 02 West Receiving.

#### East Receiving Yard:

Track 01 **East Receiving** at the west end now connects directly into 04 East Approach.

#### East Departure Yard:

Track 40 EDEP at the east end now connects to track 39 EDEP, previous “40 Crossover” is now referred to as the “41 Crossover.”

The “Four-Twelve-1 Main / North Thoroughfare” switch located in the BRC Diesel Shop Limits which is located just to the west of the General Yard Office Building must be lined for the North Thoroughfare when not in use.

Remove the following on Page **BRC - 43** of CORA 9th edition.

***Remote-Control Switches – West End of East Receiving***

(And remove all following paragraphs on page **BRC – 43**.)

**Replace with the following below:**

**The following locations in Clearing Yard have Remote Controlled-Dual Controlled Switches**

The **West End of the East Receiving Yard**, Tracks O1 EREC -22 EREC (including Crossovers.)

The **East End of the West Receiving Yard**, tracks 01 WREC -15 WREC (Including Crossovers.)

These switches are not equipped for DTMF radio operation, they are controlled by the Hump Conductor of the receiving yard to which they are assigned, Hump Conductors work under the Direction of the Yardmaster.

To operate these switches, contact the Yardmaster for which the territory you are operating in.

Switches are equipped with mast mounted indicator lights that display the following indications:

- Green                Switch Position NORMAL
- Amber              Switch Position REVERSE
- White               Route is activated.
- Red                  Switch out of correspondence

In addition to the Remote Operation, the switches are also equipped for push button and hand operation. Switches are equipped with mast-mounted indicator lights reflecting the following.

- Green                Switch Position NORMAL
- Amber               Switch Position REVERSE
- Red                   Switch out of correspondence

**Special Conditions:**

Once the route is lined by the Hump Conductor, the switches cannot be manually operated in the field.

Switches may be operated in hand throw when a route is not lined. Movements must be stopped 125 feet in advance of the switch to be hand operated.

When locking out the switches for protection, Mechanical and Engineering Department employees must obtain permission from the yardmaster prior to locking out the switch. The yardmaster must be advised when the switch is restored to power.

**Remove** the information shown under “HUMP SUBWAY SWITCH” in CORA 9<sup>th</sup> Edition on Pg. BRC- 44 and replace with the below information.

**Hump Subway Switch**

**DTMF Switch Installed (Hump Subway)**

Clearing Hump Subway Switch is now equipped to be operated by DTMF Radio Command, using radio channel 057 – 057 use radio keypad to operate the switch for intended route.

<b>DTMF</b>	<b>Action</b>
**691#	Query
**692#	West WYE
**693#	East WYE

**Radio Control Switches – East Receiving Yard**

The installation of remote-control switches at the East End of the East Receiving Yard, tracks 01(EREC) through track 11(EREC), are now equipped with DTMF (Dual Tone Multiple-Frequency) functions. Each of the remote-control switches can also be operated either by hand or push-button for its operation. Employees must ensure permission is established from West Yardmaster prior to lining switches.

Each switch is equipped with wheel detectors located approximately 150 feet from the switch points; in order to operate the switch, equipment must not occupy the wheel detectors.

The DTMF Function can be used to operate individual switches or to provide an inbound route. When a route has been requested, a white light will appear at each switch of the route.

Only when operating eastward out of a track the white light will extinguish when movement starts on the selected route.

**GCOR 6.28 remains in effect regardless if route is established.**

Route lights will be extinguished as a train clears the wheel detector, when the train clears the route, the active route is then cancelled.

Radio Controlled Switches are equipped with lighted switch position indicators:

Indicator Aspect	Indication
Green	Switch Lined Normal
Amber	Switch Lined Reverse
White	Route activated across switch, switch locked in position for route
Flashing (Green / Amber)	Switch out of correspondence <b>(DO NOT OPERATE EQUIPMENT OVER UNLESS AUTHORIZED BY BRC SIGNAL DEPARTMENT)</b>

**DTMF Commands - BRC East Receiving Yard (east end)**

**Radio Channel 057 - 057**

**Individual Switch Operation (Example)**

Mark	Switch	Mark	Key	Action
*	001	#	#	Query
*	001	#	1	Normal
*	001	#	2	Reverse

Example shown above for Switch 01 East Receiving

**2 Lead / 1 Lead Pocket Switch**

(Located just east of 6 XO switch on 2 Lead)

Mark	Switch	Mark	Key	Action
*	022	#	#	Query
*	022	#	1	Normal
*	022	#	2	2 Lead

**6 Crossover Operation**

Mark	Switch	Mark	Key	Action
*	030	#	#	Query
*	030	#	1	Normal
*	030	#	2	Reverse

**Route Commands (Example)**

Mark	Mark	Lead	Track	Cut (Direction)	Action
*	*	1	03	1	Route

Example above shown for routing on 01 Lead into Track 03 East Receiving

**Routing for inbound**

1 Lead (Tk 1-11)	
DTMF Code	Action
**1011	Lead for track 01 EREC
**1021	Lead for track 02 EREC
**1031	Lead for track 03 EREC
**1041	Lead for track 04 EREC
**1051	Lead for track 05 EREC
**1061	Lead for track 06 EREC
**1071	Lead for track 07 EREC
**1081	Lead for track 08 EREC
**1091	Lead for track 09 EREC
**1101	Lead for track 10 EREC
**1111	Lead for track 11 EREC

2 Lead (Tk 6-11)	
DTMF Code	Action
**2061	2 Lead for track 06 EREC
**2071	2 Lead for track 07 EREC
**2081	2 Lead for track 08 EREC
**2091	2 Lead for track 09 EREC
**2101	2 Lead for track 10 EREC
**2111	2 Lead for track 11 EREC

**Status / Cancel**

**411#	Route Query
**555#	Cancel Route

## **BRC System Special Instructions (SSI)**

### **FRA Safety Bulletin 2024-02.**

Crews, once PTC location and direction of travel is established, to avoid manually changing the trains direction of travel through the select direction soft key when over, or immediately adjacent to a switch. If necessary to change a trains direction through the select direction soft key, cut out the PTC system and re-initialize it with the correct timetable direction. This would allow the onboard system to re-acquire the status of the switch under the train and remove the Exclusion Zone. In addition, as a reminder, crews should be aware of this software defect and understand that when the train transitions to an Exclusion Zone, all tracks within the Exclusion Zone will be colored gray on I-ETMS onboard display. This applies to any railroad operating with the following I-ETMS onboard software versions: 6.3.20.0 - 6.3.24.6, 6.5.2.1-6.5.3.0, 6.5.4.0, and I-ETMS protect onboard software versions 7.0.2.1 and earlier.

### **GCOR 2.10 Emergency Calls (Addition)**

Add the following instructions below to GCOR 2.10 (Emergency Calls)

On the BRC, a “**Tilt Time Out**” message when broadcasted over the radio is considered an Emergency Call, all crews must give absolute priority to the emergency call, crews must not transmit until they are certain no interference will result.

Add the following to BRC SSI 2023 CORA page **BRC – 5**.

### **GCOR 6.2.2 Daily Operating Bulletin (Addition)**

When re-crewing a train on the BRC, regardless of location, crew members must call the BRC train dispatcher and verify the DOB in their possession.

**Clearance Markers:** Add the following to BRC SSI 2023 CORA pg. **BRC – 12**

**GCOR 7.1 Switching Safely and Efficiently (Addition)**

The BRC is installing markers to indicate the Clearance Points on tracks, the cross ties at the location of the marker may also be painted orange in color to assist with identifying the location of the Clearance Point Marker.

Clearance Point Markers are identified as being an orange cylinder cone 8 inches in height with a reflective tape around it and bolted to the center gauge of track. In addition to the orange cylinder cone with reflective tape, railroad cross ties may also be painted orange to help indicate and make clearance points more visible.

All equipment must remain clear (towards the inside of the track- see picture) of the orange cylinder when left on a track, moving equipment must stop short of the orange cylinder cone and not proceed until the switch to the track is properly lined for movement off the track.

In the event there is no orange cylinder cone (Clearance Point Marker) on a track, employees must comply with GCOR 7.1 (Switching Safely and Efficiently) to determine that equipment is properly left the required distance beyond the clearance point.



### GCOR 8.3 Main Track Switches

Add the following to BRC SSI 2023 CORA pg. **BRC – 12**.

Crew members operating on the BRC must have a High Security #102 switch key in their possession.

### GCOR 10.3 Track and Time (Supersede)

Replace the 3<sup>rd</sup> paragraph for GCOR 10.3 Track in BRC -1 14 with the following.

When the limits, on either end of the authority within an interlocking or **Control Point**, specify a switch, the movement may NOT occupy the switch designated. Authority ends at the fouling point of the switch.

### GCOR 18.1 Positive Train Control Territory (ADDITION)

Trains will operate with PTC unless directed by proper authority, PTC is in effect on the BRC Kenton and 59<sup>th</sup> Street Line, the following area PTC is enforceable,

- MP 14.5 (Belt Junction) and MP 16.0 (80<sup>th</sup> Street.)

**The balance of the BRC Kenton and 59<sup>th</sup> Street Line are PTC “Entry Track.”**

Foreign line trains operating with PTC, on or over BRC trackage, are governed by the provisions of BRC CORA Updates, BRC Transportation General Orders, and Track Bulletins, as issued by proper authority.

### LINEAR OPERATIONS PROFILE / MAP:

Change the following to BRC SSI 2023 CORA pg. **BRC – 27**

NS Stack Track	15 MPH
NS Conn. To CWI#1	15 MPH

### Changes to BRC CORA Linear Profile section.

LINE	LOCATION	BRC CORA Section	Changes / Updates:
Kenton	MP 12.0 – 14.0	Pg. BRC – 26	Removal of Forest Hill / Establish CP-Peck
Kenton	MP 20.0 – 21.9	Pg. BRC – 30	Signal Change Rock Island Jct (south end)
South Chicago Ind Ld	MP 0.0S – 1.1S	Pg. BRC – 38	Signal Change Rock Island Jct (south end)

# Kenton Line

Rules in Effect: CTC  
 Dispatcher: BRC South  
 Radio Channel: 026-026

Milepost:  
 MP 12.0 – 14.0

Speed Restrictions:  
 Main Line (1 & 2): 25 MPH  
 South Running Track: 25 MPH  
 Wabash Lead: 25 MPH  
 Western Ave. Cross-Over: 25 MPH  
 Other Than Main Line: 10 MPH  
 (Rule 6.28 applies)

## Notes:

### 911 Crossing-Emergency Comm.

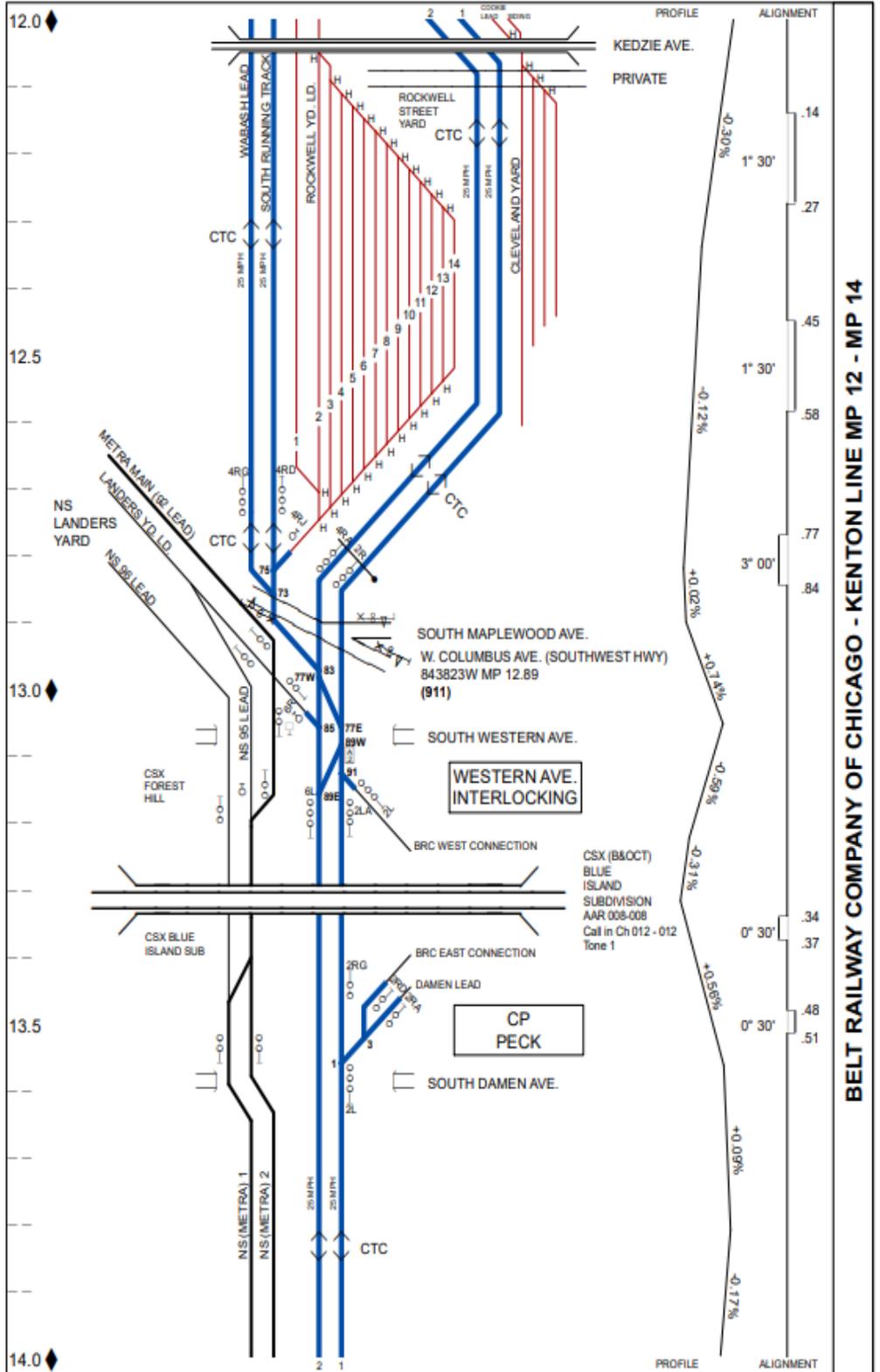
Trains stopped or anticipated to be obstruction these crossing for more than 10 minutes, train crew must notify the train dispatcher immediately. A crew member must notify the train dispatcher when the train is clear of the crossing.

911 Crossing:  
 Columbus Ave. (MP 12.9)

Whistle must be sounded at:  
 Columbus Ave. (Rule 5.8.2 (7))

### CP – Peck

Control Operator is the BRC South Dispatcher.



Replaces page **BRC – 30** of CORA 9<sup>th</sup> Edition.

# Kenton Line

**Rules in Effect:** CTC  
**Dispatcher:** BRC South  
**Radio Channel:** 026-026

**Milepost:**  
**MP 20.0 – MP 21.9**

## Speed Restrictions:

Main Line (1 & 2): 25 MPH  
 NS Connection 20 MPH  
 (Rock Island Jct to NS CP 509)  
 Rock Island Crossovers 20 MPH  
 Other Than Main Line: 10 MPH  
 (Rule 6.28 applies)

## Notes:

### Commercial Ave Yard

BRC South Dispatcher must be contacted for yarding instructions.

Main Track 2: When practicable southbound trains receiving a Stop Signal at RI Jct. should stop prior to the 17/18 Switch at the south end of Commercial Yard.

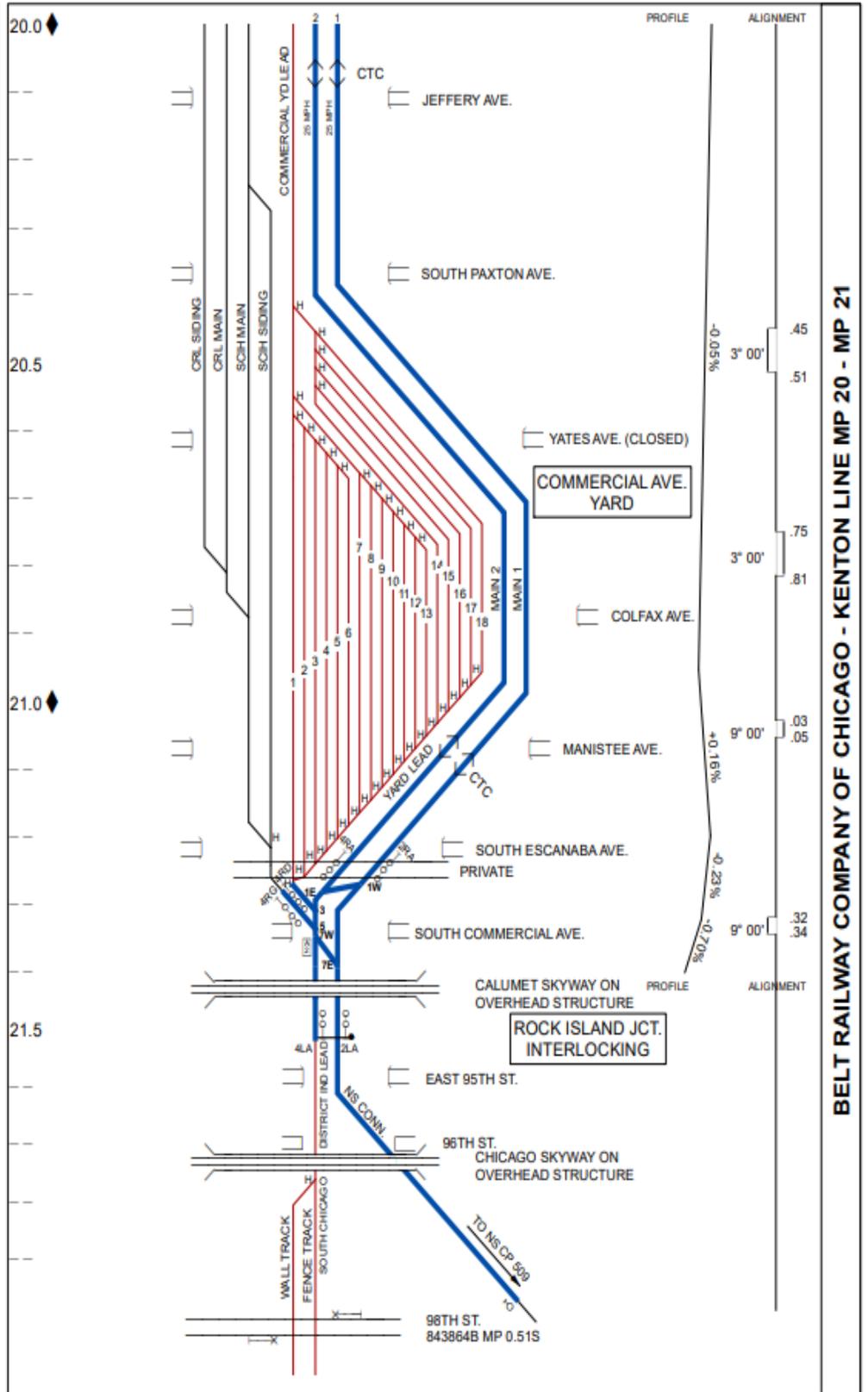
**NS Chicago Dispatcher:**  
**Channel:** 046 – 046  
**Phone:** 470- 463 – 1109

### South Chicago Industry Lead

BRC South Dispatcher must be contacted for permission to occupy.

### Crew Change Location:

Rock Island Jct  
 9414 S. Commercial Ave., Chicago,



BELT RAILWAY COMPANY OF CHICAGO - KENTON LINE MP 20 - MP 21

Replaces page **BRC – 38** of CORA 9<sup>th</sup> Edition.

## South Chicago Industrial Lead

Rules in Effect: GCOR 6.28  
 Dispatcher: BRC South  
 Radio Channel: 026 - 026

### Milepost:

**MP 0.00S – MP 1.1S**

### Speed Restrictions:

Other Than Main Line: 10 MPH  
 (Rule 6.28 applies)

### Notes:

#### Commercial Ave Yard

Close Clearance exist between 98th Street and 100th Street along east side of Fence Track.

#### Chicago Rail Link:

Radio Channel: 055 - 055

#### No Whistle Restrictions:

Whistle required for all Railroad crossings at grade.

